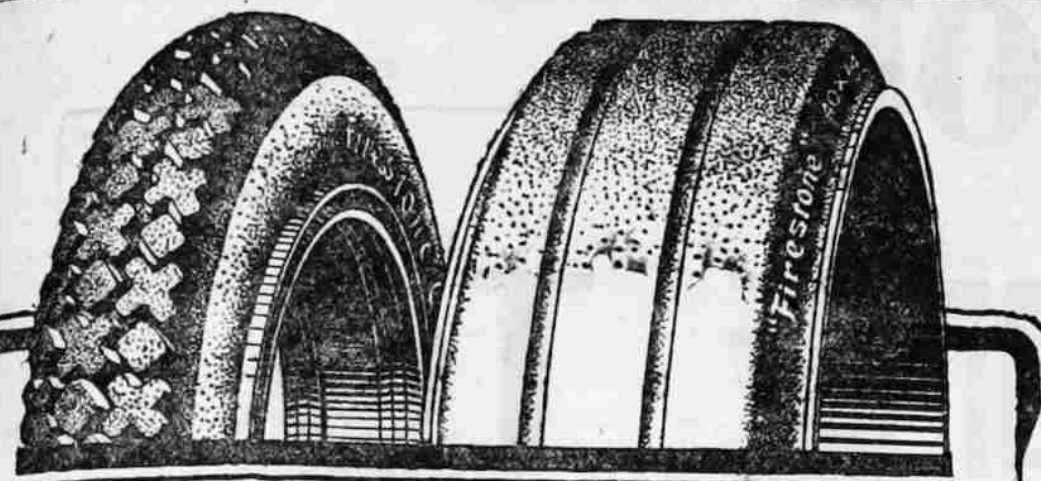


Trucks and  
Tractors

## AUTOMOBILE SECTION

Pleasure Cars  
Accessories

## Firestone First

We want to bring to your attention  
these facts about Firestone:

- First to build truck tires—
- First to build the channel type of truck tires—
- First to build removable truck tires—
- First to build the cup cushion truck tire—
- First to build a complete line of tires for all commercial vehicles—
- First to build a successful giant truck tire—
- First with a practical, efficient giant cord tire equipment, including demountable rims—
- First to establish 600 dealers with hydraulic press and service facilities in leading cities throughout the United States.

The only manufacturer that makes the tire and rim complete

**RESULT: Over half the truck tonnage  
America is carried on Firestone Tires.**

Our truck-tire service—in completeness, speed and dependability—also ranks FIRST. We watch your truck tires, help you get the most miles of service, suggest the correct tire for your trucking when a change is required and make the change with least delay. See us.

## CENTRAL CARRIAGE WORKS

GEO. HUSS, Prop.  
2343 Hudson AvenueBY WEIGHT  
OF AUTOMOBILES

Nebraska has just been added to the list of states which have given official recognition to the part scientific light weight plays in correct automobile manufacture, according to notification received by the Franklin Automobile company of Syracuse, N. Y.

Following, by a few weeks only, similar action taken by Canada and Wyoming, the decision of the 1919 legislature at Lincoln, Neb., to tax automobiles entirely on the weight, again demonstrates the growing tendency to take advantage of a simple scientific principle.

Nebraska's drastic change in its motor vehicle laws is already being worked out practically by the registering of all automobiles according to actual weight. Enforcement of the law has been delegated to the state board of irrigation, drainage and highways.

This decision follows one of the big engineering lessons of war experience; that it is possible to build light-weight cars and maintain a higher quality of performance and reliability, lighter weight coming from the elimination of the many unnecessary parts used in the water-cooling system.

The decision of the Nebraska legislators gives the scientific light-weight car the recognition due because of its greater utility and admits that the lighter vehicle is entitled to lower tax rate because the wear on highways is so much less and consumption of natural resources, like gasoline and tires, is also a minimum.

—oo—  
**RAPID TRANSIT  
FOR FOODSTUFF**

"The origin of rural motor express lines is obscure, but they have probably been in operation on a small scale and in widely separated neighborhoods for several years," said E. E. Fenn, secretary of the rural motor express committee of the National Automobile Chamber of Commerce, in a New York address recently, in which he brought out clearly the rapid development and advantages of these systems. For many years hucksters have called on farmers, bargained with them for products and added to the market at a profit. This was bad for the farmer, because the prices he obtained hardly made it worth while to produce; bad for the merchant, because it added little to the prosperity of the farmer and so kept him incapable of becoming the good customer he ought to have been; and bad for the consumer, because the product of the farmers was insufficient and a lot of material came into town that was unfit for food, as for example, the decrepit rooster and the disreputable egg.

"Up to this time it was supposed that railroads carried all the food necessary. We had overlooked the fact that half of our farmers are miles away from a railroad and received so little encouragement that they produced only what they needed for home consumption. It was only when the railroads failed, when embargoes became general, and when the farmer was obliged to waste the great part of what he had raised, that our minds turned definitely toward the newer method of transportation.

"The present day rural motor express does six important things. They are:

"A method of getting to market supplies of food hitherto unavailable because of the distance between producer and the market, and lack of other transportation.

"A method of relieving railroads of short and unprofitable hauls.

"A method of encouraging business between farmers and merchants by increasing the earnings of the farmer and improving his purchasing power.

"A method of decreasing dissatisfaction on the part of farmers and farm hands by providing increased facilities and comfort.

"A method of transporting produce to the consumer more quickly and in better condition than ever before.

"A method of maintaining men on the farms and in producing work by others who now spend a great part of their time driving to market."

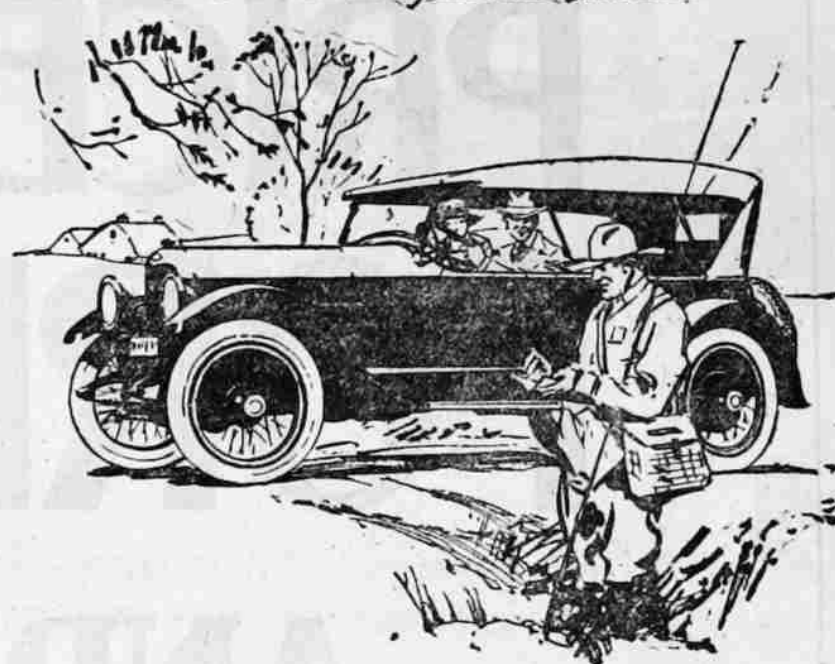
—oo—  
**CARING FOR THE  
RADIATOR OF CAR**

"By neglecting details in the care of your car," says Mr. Haine of the Ogdens Motor Car company, local dealer in Chevrolet automobiles and trucks, "you will save yourself some time and inconvenience in getting on your way; but the day of reckoning is sure to come. What you have saved will be spent in expensive roadside repairs.

"Not the least in importance is the radiator of your car. At all times it should be kept full or trouble is sure to follow. It is a good plan to form the habit of inspecting and refilling the radiator before the car is taken from the garage. On long tours, especially when you have been traveling

## PAIGE

The Most Beautiful Car in America



YOU recognize this car, the Paige Larchmont at a glance. You have turned around to look at it as it swept up the street. You have seen it parked at the Golf Club. You know the Larchmont. Everybody knows the Larchmont.

The Larchmont has been called the most beautiful car of a long line of beautiful cars—Paige cars. Back of its smartness there is the Character, the Basic Quality, that means Low Upkeep, Small Depreciation and Absence of Repair Bills.

Our production of this extra-ordinarily popular car is necessarily very limited. By placing your order before the outdoor season is in full swing, we may be able to accommodate you.

Paige Larchmont—"Six-55" four-passenger—\$2165  
New Series Linwood "Six-39"—five-passenger—\$1555  
New Series Essex "Six-55"—seven-passenger—\$2060  
f. o. b. Detroit

PAIGE-DETROIT MOTOR CAR CO., DETROIT, MICHIGAN

## KNOWLDEN AUTO CO.

Agents for Northern Utah  
2331-33 Hudson Avenue. Phone 521ROAD-BUILDING  
IN FOUR STATES

Economic and industrial benefits will accrue from road building plans now under way by the states of Utah, Nevada, Arizona and California, working in connection with the Arrowhead Trails and Development association. Legislative measures and the passage of bond issues will bring prosperity through these sections, and particularly in those parts of the country where transportation has been practically impossible because of the lack of roads. Through work already under way, and by work that is contemplated, hundreds of men will be put to work and the labor situation will be relieved, thousands of acres that have heretofore been idle will be put under cultivation, more food will consequently be put on the market, more money will be in circulation, better grazing lands will be provided, and in short, the effect for good will be felt in most economic phases.

Upon the completion of the main road and the tributaries, tourists will be kept in the state instead of staying only a few hours or a few days in the main centers of population. The business from these tourists will be spread through the entire length of the state, under plans of the Arrowhead Trails and Development association. Statistics have shown that the average amount of money obtained from a tourist in an automobile is 15 cents per mile. It is easily seen that hundreds of tourists turning this amount into the business houses for the entire length of the state will soon increase the sales and profits considerably.

C. H. Bigelow, secretary of the association, has just arrived in Salt Lake from a trip south along the Arrowhead trail, and he tells of the great plans

under way. Three bills were passed by the Arizona legislature, he says, that will aid greatly in road improvements in that state. One provides money for a bridge over the Colorado river midway between Kingman, Arizona, and St. George, Utah, and also for the completion of the road between Kingman and St. George, a distance of about 150 miles. Another bill was an amendment to the state road bonding bill providing \$10,000,000 whereby this road can be improved proportionately with three others. The third measure permits the formation of local bonding districts.

## Opens 5,000 Square Miles

The Kingman-St. George road opens 5,000 miles of territory in northern Mohave county that is tributary to Utah. It will be surveyed, improved and developed by virtue of special appropriations, national and state, for pilot and reserve survey. The road construction with the bridge near Grand Wash will permit the interchange of herds and flocks between Utah and Arizona. It is said that the western side of the road is mineralized, but that little has been done in working the mountains as yet because of the inaccessibility and also because of the difficulty in shipping. As it is now, the minerals must be hauled 45 miles to the nearest shipping point.

The road from Kingman to Phoenix is being used now, says Mr. Bigelow, but this will be greatly improved, he says. With the completion of the Arizona improvements and various improvements on the Arrowhead trail in Utah, the trip from Salt Lake to Phoenix can be made in three and a half days by ordinary driving. The mileage will be reduced 300 miles.

Several improvements are contemplated on the road between here and St. George. Extensive work will be done on the road between here and Provo and the road will be hard surfaced practically the entire distance. With the completion of all the improvements between here and St. George, the trip can be made comfortably in a day and a half. All of the improvements will be completed

in 1920, it is predicted. In many instances, work is already under way and much new work will be completed this year.

## Oh, For Speed!

On the Salt Lake-St. George route, a concrete road is planned between Layton and Scipio, a distance of 28 miles. Grading is already being done. The new road will eliminate the Chicken creek hill. Concrete will also be laid from Holden to Scipio, 26 miles. It is planned to have a concrete road between the Beaver county line and St. George, a distance of 30 miles. Mr. Bigelow states that surveying and platting is now under way on the route.

Mr. Bigelow reports that a new bridge has been completed over Toquerville creek, between Toquerville and Hurricane. A 22 per cent grade over the Hurricane fault has been eliminated to a 7 per cent grade. This grade connects with the government road to Little Zion canyon.

The Shivwits Indian reservation road has been opened, Mr. Bigelow says, and it now eliminates the fords of Clara creek south of St. George. Bids are now open for the construction of a bridge over the creek. An 18 per cent grade has been cut to a 7 per cent grade over the flat rock south of the reservation.

Nevada has appropriated \$200,000 for bridging the Virgin river between Musquite and Bunkerville and for the rebuilding of a road from Arizona to the California line. Fruits and vegetables grow two weeks earlier in the Bunkerville region than in St. George, so it is seen that a road here would provide earlier and more vegetables and fruits. Fifteen hundred acres of land will be placed under cultivation. It will also provide a use for the truck in the movement of produce to the rail head at St. Thomas.

## California to Improve

In California \$60,000 will be used on the road between Barstow and Needles, San Diego, Imperial and Blythe valleys are combining their road work so that the northern terminus of the main highway on the west side of the Colorado, connecting irrigated districts, will be less than 50 miles removed from the Arrowhead trail where it commences with the old trails. This will be opened this season, believes Mr. Bigelow.

Much of the Yellowstone travel from California will come over the Arrowhead trail this year, in fact, it is the hope of officials of the Arrowhead association to steer all of the Yellowstone travel through the south. This would bring more money into Utah than over the Elly route, for the motorists would be in Utah for practically the entire length of the state. Coming into St. George, proceeding to Salt Lake, then to Ogden and Logan, business would benefit by motor tourists. The officials of the association intend to develop the main highways and its feeders, thus making side scenic trips inviting.

Hotels—good hotels—are badly needed in the southern part of the state if Utah hopes to keep the tourists in the sparsely populated districts of the state any length of time, says Mr. Bigelow.—Deseret News.

GET READING ON BATTERY  
BEFORE PUTTING IN WATER

In taking battery readings with the hydrometer, the operation should be performed before the distilled water is added to the solution, which will otherwise be diluted and a wrong reading given. Also after the water has been put in it takes some time to mix with the acid. The water being lighter, stays on top, and if the hydrometer is used, say an hour after the water has been added, it will take up only a weak solution, which is not the real one.

Read the Classified Ads.

Mack Robinson  
GARAGEBest in the city for all 'round service—Car storage 25c,  
Car Washing, air, oil and gasoline for cars.

## SERVICE

J. W. NICKSON, Prop.

2446 Grant.

Phone 604.

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A Snap  
7-Passenger  
Big Six  
Automobile

2303 Wash. Ave.

All tires wear out—  
Globe Tires wear longerAny tire will give out in time, but Globe Tires  
postpone the evil day longer than most.

**"Blow-outs"** Tire fabric, like steel, has its limit of strength. When that limit is reached it breaks, and "blow-outs" and other tire troubles result. In ordinary tires the premature exhaustion of that strength is chiefly due to fibers that were flattened or distorted before usage.

**The Cause** Such flattening of fibers is caused by the ordinary method of curing tires under tremendous hydraulic pressure, which tends to "iron" the native strength and resiliency out of the fabric and to displace and disarrange it. This is called the "molded" method and makes for quick production, but not long mileage.

**The Prevention** There is only one way in which the manufacturer can avoid the flattening of fibers and can conserve the native strength of the fabric. That is the single-cure, wrapped-tread way, which makes it possible to weld together the carcass, breaker strip, tread and bead without jamming or displacing a single element.

**Long Mileage** Globe Tires are built by hand, of the best materials obtainable and under the single-cure, wrapped-tread process. This is the slow method—the Globe method—of producing tires, but the safest method of putting long mileage into them. That is why they can guarantee Globe Tires 6,000 miles.

Is Your Automobile "Globe Shod"?

## SCOVILLE PAPER COMPANY

Made by GLOBE RUBBER TIRE MFG. CO., New York, Chicago, Philadelphia, Boston, Trenton

GLOBE  
HAND-MADE  
WRAPPED-TREAD  
TIRES  
GUARANTEED 6000 MILES